

**Greater Boston Breathes Better  
Working Group Meeting Notes  
June 13, 2005**

**Attendees:**

Laura Bickel, City of Boston  
Michael Block, NESCUAM  
Ed Burke, Burke Oil  
David Cash, EOE  
Lucy Edmondson, EPA  
Ona Ferguson, CBI  
Patrick Field, CBI  
Alycia Gilde, NESCAUM  
Ezra Glenn, City of Somerville  
Lee Harrison, Extengine  
Steven Lanou, MIT  
Patricio Silva, Environmental Defense  
Michael Stoddard, Environment Northeast  
David Straus, Artery Business Committee TMA  
Ellen Tohn, Asthma Regional Council  
Catherine Wetherell, Massport  
Stephanie Young, City of Somerville  
Yiaway Yeh, City of Somerville Mayor's Office

**Next Steps**

- CBI will forward Massport's bid specifications to the Working Group
- A group will meet to discuss implementing retrofit requirements
- EPA share inventory of large PM sources
- CBI and will redraft the GB3 Mission to incorporate the Working Group's good thoughts and will send it out for a second review.
- Some Working Group members will start looking for additional funding for GB3
- EPA will contact the Harvard Office of Planning

**Review of GB3 Project Progress**

Lucy Edmondson reviewed the major projects that have been underway through GB3 since the February Working Group meeting. These include:

- Encouraging the use of construction retrofits (with the MA Department of Capital Asset Management, Harvard University, and others)
- Model Cities – encouraging several municipalities to become GB3 Model Cities by taking steps to reduce emissions from transportation sources (such as Somerville and Cambridge)

- Small Business Transportation Program – developing a Boston-specific model whereby small businesses can be rewarded for innovative efforts to reduce transportation source emissions
- Marine Engines – working to reduce emissions from marine engines (first encouraging marinas in greater Boston to use low sulfur fuel, then exploring options for marine engine retrofits)
- Encouraging the use of diesel retrofits – retrofitting MBTA commuter trains and other vehicles at City of Cambridge/MIT and MassPort's Conley Container Terminal (these latter two under EPA funding)

Other Working Group members shared upcoming project information with the group. David Cash stated that the state is developing bid specs that will enable people to use pre-approved preferred vendors for retrofit technology and fuel. Several people wanted to talk about challenges and procedures using retrofit requirements, including addressing the fear of any loss of equipment power, concern with warranties, etc. EPA and CBI will convene a meeting to address these questions with Somerville, MassPort, the Central Artery Project, and interested others. Finally, some Working Group members want to know what the largest sources of Particulate Matter (PM) are. EPA has data on sources of particulate matter, which Lucy will share with the group.

Steven Lanou gave an update on progress of the City of Cambridge/MIT vehicle retrofit program. To date, financial structures have been created, and information has been gathered about the technologies needed to retrofit a diverse fleet of 34 vehicles made of 10 different vehicle models.

Catherine Wetherell gave an update on the MassPort Conley Container Terminal vehicle retrofit project. MassPort is in the process of identifying the equipment needed to retrofit their equipment, and is writing an RFP. They are working to identify trucking partners with whom they can work to install retrofit technology. In addition, MassPort is retrofitting 11 snow-melters with particulate filters, which should be in place by winter. Catherine has construction bid specifications that MBTA has used, and will share them with the Working Group.

It was noted that the price of low-sulfur diesel (LSD) has increased significantly since February as compared to higher-sulfur diesel, which has meant that it is harder now to convince companies to use LSD that it used to be. It was suggested that GB3 members could help get MA state laws to mirror federal laws for on- and off-road vehicle fuel. In addition, there was discussion about jet fuel as a potential significant source of Boston air emissions. MassPort noted that they have tested and found the airport's jet fuel to have lower sulfur content than expected.

### **Discussion of Current EPA RFPs**

Lucy shared information about two RFPs put out by EPA and due in the next few months:

- the National Clean Diesel Campaign - due July 1, <http://www.epa.gov/oar/grants/05-14.pdf>

- Clean School Bus USA - notice of intent to apply due June 24, 2005, completed applications due July 22, 2005, <http://www.epa.gov/oar/grants/05-13.pdf>)

### **Review of GB3 Mission Statement Draft**

Participants were asked to write down their vision of GB3 three years hence if it were a huge success. What would it have accomplished? How would it be structured? Their answers are included at the end of these meeting notes (below). The exercise was a precursor to a conversation about the mission of GB3. The draft mission statement in the text box below was provided as a starting point for discussion by the working group.

GB3's mission is help greater Boston's citizens and visitors to breathe better. GB3 does this by reducing air pollution from transportation and construction sources. GB3 achieves these reductions by forming partnerships among the metro area's strong, diverse sectors to educate, innovate, and disseminate technology and ideas.

GB3's bold goals for 2005 - 2007 include:

- Enlisting all greater Boston construction projects in activities to reduce emissions, including cleaner diesel fuel and equipment retrofits.
- Enlisting half of the cities and towns in greater Boston in activities to reduce transportation emissions, from Best Workplaces for Commuters to promotion of car sharing, low emission taxis, and school bus retrofits.
- Enlisting all diesel shuttle fleets to convert to lower emission technologies and fuels.

The group provided the following feedback on this draft:

#### **Add to the mission:**

- A note that GB3 encourages *voluntary* action
- “Promoting strategies to” after “by” in second line
- Language about the close ties with EPA on assistance and technical support, as well as on information transfer both from and to EPA (which could help on information with future programs, SIPs, Smartway)
- Mention of EPA’s Smartway program
- As a goal: to provide municipalities with models and information on strategies for reducing transportation source emissions?
- Leverage public funds and private funds?
- A sentence that notes the important role of GB3 in expanding networks and collaboration among partners
- Vehicle miles traveled and light vehicles. All three current bullets in the draft mission are diesel and transportation-related.

- Bullets about educating towns and businesses about construction, commuting, commute option programs, etc.
- That GB3 will showcase local governments as models – help them take action where they can and show leadership.

#### **Remove from the mission:**

- Any mention of individual companies

#### **Additional thoughts to consider about the mission:**

- There is an educational and outreach component that isn't featured adequately in the mission. GB3 should include construction/diesel projects and should also include projects about educating towns and businesses about regulations, working to increase and promote commuting options, increase car sharing, and similar community objectives?
- While focusing on particulates for PM is important, GB3 shouldn't lose sight of other emissions.
- Maybe GB3 should be an information clearinghouse on a range of things – providing information on project budgets, lessons learned, impacts. GB3 is in a good position to provide effective outreach, education, promotion, awareness, understanding of mobile and construction contributors.
- Could GB3 identify priority areas for action so that there can be critical impacts and real effects (for example if we know that construction, tires, mobile sources and jet fuel have a disproportionately large impact on air pollution, should we work on those)?

#### **Future Home of GB3**

Patrick Field updated the group on some of the work that has occurred since January regarding finding a more permanent organizational home for GB3 after EPA funding of CBI runs out later this year. EPA and CBI staffs have brainstormed with various GB3 members about their ideas for appropriate institutions and funding sources. Among the potential homes discussed are: NESCAUM ([www.nescaum.org](http://www.nescaum.org)), the Center for Urban and Regional Policy at Northeastern University ([www.curp.neu.edu](http://www.curp.neu.edu)), the Conservation Law Foundation ([www.clf.org](http://www.clf.org)), the Boston Chamber of Commerce ([www.bostonchamber.com](http://www.bostonchamber.com)), Clean Air Cool Planet ([www.cleanair-coolplanet.org](http://www.cleanair-coolplanet.org)), Environmental Defense ([www.environmentaldefense.org](http://www.environmentaldefense.org)), the Rappaport Institute at Harvard ([www.ksg.harvard.edu/rappaport](http://www.ksg.harvard.edu/rappaport)), MIT ([www.mit.edu](http://www.mit.edu)), EPA ([www.epa.gov/region1](http://www.epa.gov/region1)), and continuing at the Consensus Building Institute ([www.cbuilt.org](http://www.cbuilt.org)).

The general idea of a structure for GB3 would be to hire someone at least half time, preferably approaching full-time, to do project outreach and coordination. A description of a predicted scope of work was distributed to the working group. This person would work under senior supervision to manage and coordinate projects done by GB3 members and other businesses, towns, and organizations in greater Boston.

Due to various considerations, Environmental Defense (ED) has emerged as the best fit to host GB3. Patricio Silva of ED explained their current perspective on GB3 at ED. The Boston office has seven corporate partnership staff and one person working on an asthma campaign. They have interest in GB3 and have been active participants, they are used to partnering with companies, they have the physical space to house a GB3 staff person, and they have a development staff that could help find funding for GB3 staff and projects in the future. Development staff at ED are currently looking for potential foundation funding, and will let Patricio know in the next few weeks what they find. ED is interested in pursuing funding for GB3 whether or not it becomes the permanent home. If housed at ED, GB3 would be a separate program hosted there, and the plan would be to have one person spending at least 50% FTE on GB3.

Several people noted that it would be important for GB3 to maintain some level of autonomy from whatever organization houses it. Diverse funding sources could help GB3 remain distinct from ED, if it ends up housed there. Some said that this pairing of ED and GB3 might work if the focus of the initiative remains voluntary and educational, and if there is still a broad group of partners giving the GB3 staff member(s) direction. There would need to be a distinct GB3 mission and branding,

Meeting participants shared a range of thoughts on this idea, and would like to talk more in the future about the “home” for GB3. One person suggested that it might make sense to put out an RFP for interested host organizations, being clear about the limited funding currently identified. Another suggested getting several people to look for funding for GB3 now regardless of where the permanent home will be. There was a suggestion that an organization that is more business-oriented would be good for GB3, in order to entice additional businesses into GB3. Other options include having two organizations partner to manage GB3, or having a non-profit incubator house GB3 as it grows. Finally, it was recommended that any group interested in hosting GB3 come to a working group meeting to meet the members and explain their interest.

The following groups and individuals were mentioned as contacts or potential homes;

- ERG: <http://www.erg.com/services/environ.htm>
- Conservation Law Foundation (CLF) Ventures: <http://www.clfventures.org/>
- Dan Moon at the Environmental Business Council: <http://www.ebc-ne.org/>
- Artery Business Committee: [www.abctma.com/](http://www.abctma.com/)
- The Boston Metropolitan Planning Organization: <http://www.ctps.org/bostonmpo/>

## **Fall Celebration Event**

The first phase of GB3, including picking a name and logo, developing a strong, diverse, committed working group, and sharing information through workshop and relationship building has been completed. GB3 is now in a time of transition. The mission is being honed, and a more permanent home being chosen. The goal of these changes is to make GB3 stronger and more effective in getting results on the ground, through solid partnerships and outreach, coordinated projects, and effective support of participant groups. EPA wants to note this transition in a bold way by celebrating groups that have done good work to date and by encouraging commitment to some next steps from others.

This event would likely happen in the fall. Working group members noted that in order to throw a splashy GB3 event, the future of GB3 would have to be secure. There will have to be certainty of the future if we are trying to get more people, town, and organizations interested in participating. Participants jotted down their ideas for the event on cards, which are summarized in the list below. Numbers after a comment indicate the number of people who had essentially the same comment.

### **Event Time and Place**

- Tie event into an announcement of New England Best Workplaces for Commuters 2005 List (2).
- Invite and recognize all GB3 participants.
- Stage it at the AltWheels festival in September (2)
- Combine the event with another event

### **Event Pitch or Angle**

- Link with asthma to get parents/citizens to encourage participation by their city councils
- Work with towns like Newton and Cambridge that have programs in place
- Need to create a media buzz
- Have a hands-on event before a culmination (e.g. riding down a bike path with mayors, university presidents, company presidents, and other notables – this would definitely be a press-heavy event!)
- Boat cruise
- Have it be FUN. Make it interactive – not too much talking
- Display advanced technology vehicles (e.g. Fed Ex) or retrofitted vehicles (e.g. MASCO)

### **Invite to Event**

- Mayors (2)
- Corporate leaders, particularly corporate fleets (Staples, Dunkin Donuts, Reebok)
- Media: TV Stations (2, 4, 5, 7, cable), radio (NECN, WBUR), local press (print – very important)
- Might get president of MIT if the event has a theme of energy and community and collaboration

### **Other**

- Check with Somerville's Climate Action Committee for resources

### **Adjournment**

The Working Group closed its meeting at 4 PM.

## **BOLD VISIONS OF SUCCESS - GB3 THREE YEARS HENCE**

The following are ideas generated by the Working Group about what GB3 success would look like.

### **GB3 “Current” Tasks:**

- Works directly with retrofit manufacturers to share lessons learned on retrofits to increase product offerings
- Created a model ordinance/municipal code and regulations information bank and provides consulting services to cities and other jurisdictions and they integrate environmental protection programs
- Facilitates grant-writing for businesses and political entities in order to compete for federal and state dollars
- Partners with equipment/fleet operators
- Expanded from construction/diesel issues to all aspects of the mission
- Has a permanent home and coalition
- Has annual events to bring public attention to what GB3 is accomplishing
- Is clearinghouse for diesel emissions reduction strategies
- Is an effective education and outreach program that educates the Greater Boston Communities Business Partners to reduce transportation emissions
- Builds partnerships for diesel reduction programs
- Brings awareness of GB3 efforts to the communities impacted
- Coordinated an assessment of sources of PM, their relative contribution to Boston and Regional air pollution, cost-effective means of reducing contribution from each source and a prioritization of cost-effective strategies.

### **Results: Cultural/Educational**

- No stigma or hesitancy from fleet managers associated with retrofitting vehicles
- Every state legislator and every city councilor in greater Boston has heard of successful diesel retrofits
- Wide awareness and consensus to use best practices technology to reduce emissions and improve air quality
- Reduced emissions would be as salient to the General Public as reduced consumption – i.e. people would focus as much on what comes out of the tailpipe or smokestack as they do on how much goes into the gas tank
- Today’s models become tomorrow’s standards

### **Results: Technical**

- Better availability of low-sulfur diesel for on-street vehicles
- Enabled both private and public organizations to simply choose at their local repair facility to have retrofit equipment installed -- like an oil change.
- Completed inventory of private, municipal, state and federal heavy diesels operating in greater Boston
- Incentive program launched for commercial shuttle bus clean up



**Results: Physical**

- Asthma rates decreased by 50%
- Reduce air traffic-related emissions for real impact
- Reduce PM emissions by 90% from all on-road and non-road diesel engines
- 50% increase in ZipCar membership by Boston area businesses
- In O<sub>3</sub> attainment
- Retrofit requirements for all construction projects
- Expansion of MBTA to meet demand by people no longer driving to work
- All shuttle fleets in downtown Boston are retrofitted
- 75% reduction in emissions from off-road vehicles
- Clean school buses statewide
- 50% of construction vehicles use ULSD and/or retrofit attaining at least 30% reduction in PM. Focus first on publicly funded projects, then on larger construction, until this is eventually law
- All fleets associated with the new convention center use ULSD and/or retrofits achieving at least 30% reduction in PM
- The City of Boston and Convention Center commit to an air pollution reduction program.
- All schools buses in greater Boston run on ULSD and/or retrofitted to achieve 30% reduction in PM
- All ambulances and vehicles transporting to medical establishments (hospitals, etc) run on ULSD and/or are retrofitted to achieve 30% reduction in PM.
- Suggestion: a more modest, short-term goal will be necessary to reach “all X type of vehicles use Y type of fuel and are equipped with Z type of technology or filters.”

**Results: Regulations/Legal**

- Smog emission standards for vehicles (like in CA)
- Tax incentives (local and state) for low-emitting vehicles (ongoing)
- Model of GB3 becomes transferable for other cities to implement